

**REMARKS**

Claims 1, 3 and 5-7 are presently pending in the application. Claims 9-24 were added in a previous amendment, but were subjected to a restriction requirement and thus will be pursued in a separate divisional application. The Examiner has suggested corrections to the abstract based upon the use of the word "disclosed." (Office Action at 3, paragraph 3). In response, Applicant has deleted the two uses of "disclosed" in the abstract. Claims 1, 3 and 7 have been rejected under 35 USC §102(b) as being anticipated by Lee (US App. 2003/0042097). (Office Action at page 3, paragraph 4). Claims 5-6 are rejected under 35 U.S.C. §103(a) as being unpatentable over Lee in view of Official Notice. (Office Action at p. 3, paragraph 5). Finally, Claims 1, 3 and 5-7 have been rejected under the judicially created doctrine of obviousness type double patenting in light of U.S. Patent Nos. 6,578,683, 6,683,906, and 7,108,216 (Office Action at p. 4, paragraphs 6-7). No other bases for rejection are set forth in the Office Action to which the present Amendment responds. In light of the amendment to claim 1 and the abstract as set forth above, reconsideration of the amended application is respectfully requested.

**LEE DOES NOT TEACH OR SUGGEST THE CLAIMED INVENTION**

Applicant respectfully submits that the Lee reference neither teaches each and every element of independent claim 1, nor does it teach elements arranged as required in the presently pending claims. Lee references a fundamentally different problem, and requires the analysis of additional different parameters and different equipment to meet its desired goal. Lee relates to "an apparatus for connecting a laptop computer to a

communications network.” (Pg. 1, ¶5). According to Lee, “The cord reel assembly 14 is configured for mounting within a headrest of a passenger seat.” (Pg. 1, ¶12).

Among other things, Lee does not contemplate the problems overcome by the claimed invention -- namely, how to route cables between passenger seat rows when the seat rows may not always maintain the same distance between each other. The Examiner has responded that the “intended use limitation” (i.e., connections between different rows of seats) “does not carry patentable weight because it does not positively define the instant claimed cable routing system over the prior art structure of Lee.” (Office action at p. 5, paragraph 8). In response, Applicant has amended claim one to specifically add the structure (i.e., the two different rows of seats) to “positively define” the claimed invention over Lee. Support for these added limitations may be found in the specification as follows:

[0005] In some transports, particularly in commercial aircraft, it is often desirable to change the distance between the rows of seats to configure the aircraft for a different flight routing or purpose. Unfortunately, because the rows of seats are often electrically coupled to each other using fixed length cables, a change (e.g., an increase) in seat row spacing typically requires replacement of the existing fixed length cables with fixed length cables having an appropriate length. Of course, changing seat-to-seat cabling is a time consuming and expensive process. In addition, many aircraft manufacturers and commercial airline companies do not maintain a sufficient or complete stock (or in some cases any stock) of different length cable assemblies. As a result, the relatively long lead times associated with cable assemblies make a relatively quick change in seat spacing impractical.

[0006] The use of fixed length seat-to-seat cabling is further complicated by the fact that spacing between seat rows is typically not consistent for all rows along the length of the aircraft. Specifically, the large numbers and variety of electrical and mechanical sub-systems that are distributed throughout an aircraft often require a particular row of seats to be located slightly closer or slightly further from another row of seats to prevent, for example, mechanical interference between one or more seats and one or more of these sub-systems.

(US App. 2007/0262185 A1, at paragraphs 5-6).

Lee addresses a different portion of the path of a data signal, and involves a different cable than the "multiconductor cable" called for by the present claims. Specifically, Lee addresses the last few feet of cable that extend between a seat and a passenger, and is limited to the data connection for a computer, e.g., an RJ-45 connector (See Lee, at col. 2, line 38). This is in contrast to the present invention, which addresses the cables as they are routed throughout the passenger vehicle, i.e. between rows of seats and other connection points, cables which are thick and stiff, and involve other signals being conducted (hence the requirement of a "multiconductor" cable)

such as power, phone or other signals (US App. 2007/0262185 A1, at paragraph 7 and paragraph 21).

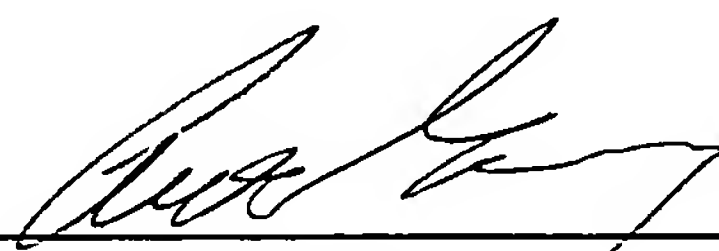
Lee even more distinguishable from the presently claimed invention. Lee does not relate to a "cable routing system" wherein the multi-conductor cable is configured to convey electrical signals between at least "a first row of seats" and a "second row of seats." For all of these reasons, Applicant asserts that Lee does not anticipate or make obvious the present invention. Accordingly, Applicant respectfully requests the Examiner's withdrawal of the rejections based on Lee.

**CONCLUSION**

In view of the foregoing amendments and remarks, the Applicants respectfully request reconsideration and allowance of the pending claims, nos. 1, 3, and 5-7. The Commissioner is hereby authorized to charge any fees with respect to this communication to Deposit Account No. 14-1131.

Respectfully submitted,

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